

DFD 3556-61

8 June 1961

MEMORANDUM FOR : OGC Representative, DPD

SUBJECT : Registration Status of B-17 Aircraft at Lockheed

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1. Kelly Johnson called the morning of 7 June to discuss the B-17 with me now that [redacted] has had his preliminary talks with Messrs. Bell and Hall of FAA in Burbank.

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2. Apparently obtaining an FAA experimental registration for this aircraft under Section 9 of the FAA regulations is going to be a bit more complicated than I personally had thought. [redacted] tells me that some or all of the following requirements must be met before registration can be made.

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a. In addition to the engineering flight tests which Lockheed did do to demonstrate the fact that their job of work on the aircraft was complete, it appears that FAA will require a properly certificated crew to fly the airplane for possibly as many as four or five proving flights. Kelly tells me that the only pilot he has in his stable at Lockheed who is certificated is a chap [redacted] who could be made available for this purpose, but I infer that we would be obliged to hire a co-pilot who carried the blessing of FAA for these flights beyond the acceptance check.

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b. There also appears to be a possibility that FAA will require us to conduct a live demonstration of the [redacted] equipment, including a pickup. This, however, is not formally decided.

c. An A&E mechanic must sign off for FAA on all major changes made to the aircraft during its stay at Lockheed. Kelly Johnson can supply this individual.

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d. FAA requires the installation of a rotating Grimes collision avoidance beacon on the tail. This was not provided for in any of the costs incurred to date, but should not be a very large item, i.e., about \$500 at the outside.

e. FAA appears to require an approved FAA engineer designee to sign off for that Agency on all modifications to the aircraft performed at Lockheed.

f. Lockheed will be required to publish a listing to be forwarded to FAA Records Center, as well as posted in the aircraft, of all items on the plane affecting weight and balance. This includes [ ] which, of course, is a classified piece of equipment and presumably should not be included in any open listing in FAA records.

g. Lockheed will be required to check for compliance with all outstanding TOC's on the plane. This Kelly says is more difficult, since FAA says they do not have a listing of TOC's on the B-17, and it appears that the only course open would be to go to Boeing and to ask them for this sort of information. Kelly says this could take some time to accomplish.

3. My net impression of the conversation with Mr. Johnson is that we should ask [ ] to discuss this with FAA to see if there is not some way in which all or part of these requirements could not be set aside through administrative action on their part. In view of the relative ease with which FAA experimental designations were obtained for the U-2 at Edwards, I am a bit disappointed to see that we have backed ourselves into such a bureaucratic nightmare. In any event I would like [ ] to explore this matter with FAA and report without delay the results of his talks. From our standpoint we must notify Lockheed about what we plan to do with the plane as a result of this FAA business, since they are now ready to fly it as soon as this problem can be cleared up. If we cannot reduce the list above, I think we must give serious thought to returning the airplane straightaway to [ ] where the restrictions noted would not be applicable.

**RECEIVED**  
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Assistant Chief  
DPD-DD/P

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